



"Flight" photographs.

The mock-up of the S.E.200 transatlantic leviathan (top) is devouring an endless stream of visitors. Below it is the little Zlin XII touring type.

are to be seen have been designed and built by small firms with limited resources. M. Laurent Eynac is apparently trying to pull *l'Aviation Populaire* together, but until some more clear-cut policy is evolved the lighter side is not making much real headway.

The S.F.C.A. company exhibits two types, of which the larger achieved a speed of 220 m.p.h. at 4,000ft. in 1936, and 286 m.p.h. at ground level—this was with a Renault engine of 220 h.p. This year the Lignel 20s (*l'Eclair*) is being fitted with a 360 h.p. Regnier, and will be used next year for attempts on world's records over 2,000 km.

The other Lignel, the type 31 *Mistral*, is painted white and is mounted in the attitude of a banked turn. It is singularly reminiscent of the Percival Mew Gull, and with a 360 h.p. 8-litre Regnier engine is expected to do 310 m.p.h. Next year it will attack the world's speed record over 100 km. and 1,000 km.

Paul Aubert has gone in for ultra-simple construction, and shows two machines, the *Cigale*, type P.A.20, and the *Cigale Major*, type P.A.204. The latter is shown without engine, but with cowling and airscrew in place. The former is a two-seater and is fitted with 99 h.p. Regnier engine. The *Major* is similar, but is a four-seater, and *transformable en sanitaire*. Renault and Regnier engines of 145-150 h.p. can be fitted.

Most of the ultra-lights are grouped together in one gallery (A). They seem to be rather underpowered for their size, particularly in view of the fact that the designers have attempted to give cabin comfort and side-by-side seating on very modest power.

Avions Atalante show a G.B.10 strut-braced monoplane, in which one strut on each side is relied upon to take the lift, the wing being presumably stiff enough in itself to resist drag and torsion loads. With a 70 h.p. Regnier engine the cruising speed is just over 100 m.p.h. at a fuel consumption of $3\frac{1}{4}$ gallons per hour.

The Club 45, shown by Avions Gerard, is a side-by-side high-wing cantilever monoplane with 45 h.p. Persy II engine. The tare weight is given as 310 kg. (683 lb.) and the gross weight as 550 kg. (1,212 lb.), so that it will be appreciated that for a wing area of 155 sq. ft. the construction is very light.

L'Elytroplan is the name given to a curious little light plane with Mengin engine also shown in this gallery. The machine has no tailplane or elevator, the fore-and-aft control being by a small auxiliary plane mounted on struts a considerable distance above the main wing. Ability to land without run is claimed, and we are informed that the prototype has made over 1,000 flights and landings, so that apparently the scheme works.

A year or two ago the Société du Duralumin organised a competition for light plane designs, and adjacent to the Duralumin stand are three machines built for this competition. The Daspect is a low-wing, strut-braced single-seater of fairly orthodox design. Another, the Allar, is a pusher two-seater cabin monoplane with tricycle undercarriage, and the third is the double-wing Kellner-Bechereau, in which the stressed-skin wing is split spanwise by a full-span slot situated slightly aft of the mid-chord.

Czechoslovakia is represented by two light planes, the Zlin XII and the Benes & Mraz Superbibi Be 555. The former is a tandem-seater low-wing monoplane with Walter Mikron engine, and the latter a side-by-side monoplane with Walter Minor. Both are simple, sensible machines.



"Flight" photograph.

The mid-wing Delanne sailplane over the practical-looking side-by-side two-seater Topsy.